

The Hongkong Telegraph

No. 1988.

WEDNESDAY, JULY 25, 1888.

SIX DOLLARS PER QUARTER

Banks.

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL\$7,500,000.
RESERVE FUND3,000,000.
RESERVE LIABILITY OF PROPRIETORS7,500,000.

COURT OF DIRECTORS—
CHAIRMAN—HON. JOHN BELLIRVING.
DEPUTY CHAIRMAN—W. H. FORBES, Esq.
C. D. HOTTOMLEY, Esq. S. C. MICHAELSEN, Esq.
W. G. BRODIE, Esq. J. S. MOSES, Esq.
H. L. DALRYMPLE, Esq. L. POSENER, Esq.
B. LAYTON, Esq. N. A. SIENS, Esq.
HON. A. P. MCEWEN, Esq. E. A. SOLOMON, Esq.

CHIEF MANAGER.
HONGKONG—THOMAS JACKSON, Esq.
MANAGER.
SHANGHAI—EWEN CAMERON, Esq.
LONDON BANKERS—LONDON AND COUNTY BANK.

HONGKONG—INTEREST ALLOWED.
ON CURRENT DEPOSIT ACCOUNT at the rate of 2 per cent. per annum on the daily balance.

ON FIXED DEPOSITS—
For 3 months, 3 per cent. per annum.
For 6 months, 4 per cent. per annum.
For 12 months, 5 per cent. per annum.
LOCAL BILLS DISCOUNTED.
CREDITS granted on approved Securities, and every description of BANKING and EXCHANGE business transacted.
DRAFTS granted on London, and the chief commercial places in Europe, India, Australia, America, China and Japan.

T. JACKSON, Chief Manager.
Hongkong, 25th April, 1888.

RULES OF THE HONGKONG SAVINGS BANK.

- 1.—THE BUSINESS of the above BANK will be conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION, on their premises in Hongkong. Business Hours on WEEK-DAYS, 10 to 3; SATURDAYS, 10 to 1.
- 2.—SUMS LESS THAN \$1, or MORE THAN \$250 at one time will not be received. No Depositor may deposit more than \$2,500 in any one year.
- 3.—DEPOSITORS in the SAVINGS BANK, having \$100, or more, at their credit may at their option transfer the same to the HONGKONG AND SHANGHAI BANKING CORPORATION on fixed deposit for 12 months at 5 per cent. per annum interest.
- 4.—INTEREST at the rate of 3½ per cent. annum will be allowed to Depositors on their daily balances.
- 5.—EACH DEPOSITOR will be supplied gratis with a PASS-BOOK, which must be presented with each payment or withdrawal. Depositors must not make any entries themselves in their PASS-BOOKS, but should send them to be written up at least twice a year, about the beginning of January and beginning of July.
- 6.—CORRESPONDENCE as to the Business of the Bank, if marked ON HONGKONG SAVINGS BANK BUSINESS, will be forwarded free by the various British Post Offices in Hongkong and China.
- 7.—WITHDRAWALS may be made on demand, but the personal attendance of the Depositor or his duly appointed Agent, and the production of his PASS-BOOK, are necessary.

FOR THE HONGKONG AND SHANGHAI BANKING CORPORATION,
T. JACKSON, Chief Manager.
Hongkong, 1st September, 1887.

THE NEW ORIENTAL BANK CORPORATION, LIMITED.

AUTHORISED CAPITAL£2,000,000.
PAID-UP CAPITAL500,000.
Registered Office, 40, THREADNEEDLE STREET, LONDON.

BRANCHES IN INDIA, CHINA, JAPAN AND THE COLONIES.

THE BANK receives MONEY ON DEPOSIT, Buys and Sells BILLS OF EXCHANGE, ISSUES LETTERS OF CREDIT, forwards BILLS for COLLECTION, and Transacts Banking and Agency Business generally, on terms to be had on application.

INTEREST ALLOWED ON DEPOSITS:
Fixed for 12 months, 5 per cent. per annum.
" 6 " 4 " "
" 3 " 3 " "
ON CURRENT DEPOSIT ACCOUNTS 2 per cent. per annum on the Daily Balance.

APPROVED CLAIMS on the ORIENTAL BANK CORPORATION, in Liquidation, or the BALANCES of such claims, purchased on advantageous terms.

AGENCY OF THE NATIONAL LIFE ASSURANCE SOCIETY.
E. W. RUTTER, Manager.
HONGKONG BRANCH.

NOTICE.

HONGKONG & WHAMPOA DOCK COMPANY, LIMITED.

SHIPMASTERS AND ENGINEERS are respectfully informed that, if upon their arrival in this HARBOUR, none of the COMPANY'S FOREMEN should be at hand, ORDERS FOR REPAIRS, if sent to the HEAD OFFICE, No. 14, Praya Central, will receive prompt attention.

In the event of complaints being found necessary, communication with the Underigned is requested, when immediate steps will be taken to rectify the cause of dissatisfaction.

D. GILLIES, Secretary.
Hongkong, 25th August, 1888.

Intimations.

ROBERT LANG & CO.,

TAILORS, HATTERS, SHIRTMAKERS, AND GENERAL OUTFITTERS.

NEW GOODS.

TAIL SILK HATS.
Drab Felt Hats.
Black, Brown Drab and Grey
Hard Felt Hats.
Tweed Hats and Caps in New Shapes.
Straw Hats and Pith Hats.
Silk Umbrellas from \$5 each, over 100 to choose from.
A large assortment of Walking Sticks.
Waterproof Coats, Leggings & Chair Aprons.
Traveling Rugs and Scotch Mauds.

Over Coatings, Light & Heavy.
Ulster Tweeds.
Fine Black Diagonal & Cork-screw for Dress Suits.
Black, Blue and Brown Fancy and Diagonal Coatings.
Fancy & Check Tweed Suits.
Trousers in great variety of Stripes, Checks and Plain.
Cricketing Flannel, Stripes, Checks and Plain.
White and Fancy Vestings.
French Printed Shirts.
Unshrinkable Flannel.
Ready Made Ulsters in Stock.
Solid Leather Portmanteaus.

Overland Trunks, Gladstone Bags, and a variety of Traveling Cases, all sizes.
Winter, Medium and Summer Under Vests and Pants.
Silk Half-Hose, Black, Navy and Colors.
Lamb's Wool Merino and Lisle Thread Half-Hose.
White Dress Shirts.
Lacing & Elastic-side Walking Boots and Shoes.
Shooting Boots, Rubber Boots.
Patent Leather Boots & Shoes.
Dancing Pumps, all sizes.
Large Stock of Scarfs, Ties, Handkerchiefs, Braces, &c.

ROBT. LANG & CO.

Hongkong, 22nd February, 1888.

W. BREWER

HAS JUST RECEIVED COPIES

THE Mystery of a Hansom Cab.
Mr. Barnes of New York.
Mr. Potter of Texas.
Hutton's Engineers' Hand Book.
Hutton's Work-managers' Hand Book.
Young's Fires, Fire Engines, and Fire Brigade.
Academy Notes. Grosvenor Notes.
New Academy Notes.
Deacon's Book of Dates and World's History.

Routledge's Natural History.
History of Photography.
Easy Studies in Water Colours.
Studies in Trees, etc.
Also the following Fine Goods:
Photo Albums. Photo Screens.
Cigar and Cigarette Cases.
Photo Frames, and the Wonderful little Photographic Apparatus.

W. BREWER,

UNDER HONGKONG HOTEL.

Hongkong, 25th July, 1888.

KELLY & WALSH, LD.

HAVE JUST LANDED

A LARGE ASSORTMENT OF BEAUTIFULLY FINISHED

PHOTOGRAPHS.

SIZES AVERAGING 15 INCHES BY 10 INCHES.

PRICE 75 CENTS EACH.

SELECTION FROM THE LIST—
Roll CallMiss E. Thompson.
BalacavaPence.
Quatre BrasSir E. Landseer, R.A.
InkermannPuss in BootsF. Payton.
Christ leaving the PraetoriumGustave Doré.
The Dream of Pilate's WifeThe church Scene in "Much Ado about Nothing" (containing portraits of Miss Ellen Terry and Mr. Henry Irving)J. Forbes Robertson.
The Night of the CrucifixionJ. Sant, R.A.
PropertyThe Picture GalleryL. Alma Tadema, R.A.
"Yes" or "No"Sir J. E. Millais, R.A.
The Princes in the TowerThe Sculpture Gallery
The Black BrunswickerBetween Love and HonorLaslett J. Pott.
The Derby DayW. P. Frith, R.A.
The Railway StationThe First DanceN. Q. Orchardson, R.A.

KELLY & WALSH, LIMITED,
QUEEN'S ROAD CENTRAL, HONGKONG.

Hongkong, 16th July, 1888.

THE STERLING ORIENTAL CORSET

(REGISTERED)



A SPECIALITY for WARM CLIMATES or EVENING WEAR

Made from an entirely new fabric, combining strength with lightness.

Always genuine unless Stamped with the Trade Mark.

ROSE & CO.

ARE NOW SHOWING A LARGE STOCK

OF THE "STERLING ORIENTAL CORSET"

IN RIDING, TENNIS,

HAIDEE and ACME.

Also, THE "PHANTOM BUSTLE"

and THE NEW "CURETTA" & "VESTINA"

BODICE.

ROSE & CO., 37-39, Queen's Road.

Hongkong, 7th July, 1888.

LANE, CRAWFORD & CO.

HAVE just received new consignments of PIANOS from Europe, and are offering them at very moderate prices.
PIANOS from Broadwood & Son, Collard & Collard, Bechstein, Chappell & Co., and Haake.
NEW MUSIC is received regularly.
They have always on hand a full stock of Stores from Crosse & Blackwell and other best suppliers—these are received monthly and are always guaranteed fresh.
New Season's ISIGNY BUTTER, just arrived.
L. C. & Co. would also draw attention to their stocks of CROCKERY and GLASSWARE, IRONMONGERY and HOUSE FITTINGS, KEROSINE LAMPS in large variety, NON-FAREIL Oil 150° test, KITCHEN UTENSILS, STOVES and RANGES, GENTLEMEN'S OUTFITTING, HATS, BOOTS, TENNIS SHOES, UMBRELLAS, RAINCOATS, &c., &c.
BEDSTEADS, COTS, PERAMBULATORS, CURTAINS, CARPETS, & TAPESTRIES.
SHIP CHANDLERY STORES of every description.
Special Agents for International Antiquing Compositions.

WINES AND SPIRITS—
CHAMPAGNE, AYALA & Co. SHERRIES, SACCOFFE'S and other Brands.
CLARETS in variety, Breakfast to Afterdinner. PORTS of various Brands.
BRANDY—EXSHAW'S; HENNESSY'S, COURVOISIER'S, and 1848.
WHISKY—Carlton 11 years old, Napier Johnstone's well known and justly celebrated Brand in square bottles, Tracry's Highland Cream, Dunville's Irish, Stonewall Brand of American, GIN—OLD TOM and GENEVA, RUM, LIQUEURS and BITTERS.
ALE and STOUT—Bull Dog Brand.
AMERICAN and GERMAN BEERS.
WHITBREAD'S DRAUGHT STOUT and BASS'S DRAUGHT ALE, and a large assortment of Fancy Goods.

LANE, CRAWFORD & CO.
Hongkong, 20th July, 1888.

To be Let.

TO LET.

ROOMS in "COLLIER CHAMBERS,"
RODOWIN in ICK HOUSE LANE, lately occupied by Messrs. BUTTERFIELD & SWIRE, from the 1st August.
Apply to
DAVID SASSOON, SONS & Co.
Hongkong, 12th July, 1888.

MACAO.

TO BE LET UNFURNISHED OR PARTLY FURNISHED.

A BUNGALOW, opposite the Public Gardens, at the western end of the Praya Grande. Excellent water supply, and Servants quarters attached. Rent very moderate.
Apply to
A. A. DE MELLO & Co.,
Macao.

MACAO, 3rd April, 1888.

HONGKONG STEAM LAUNDRY COMPANY (LIMITED).

TO BE LET.

THE WESTERN PORTION of the above Company's HOUSE, situated on Bow-RINGTON CANAL.
Apply to
A. O'D. GOURDIN, Manager.
Hongkong, 7th July, 1888.

TO BE LET.

FURNISHED OR UNFURNISHED.

A FOUR ROOMED HOUSE OR A SIX ROOMED HOUSE, IN RICHMOND TERRACE.

BOTH HOUSES have convenient out offices and good servants' quarters. The Terrace has for some months past been one of the healthiest places of residence in the Colony. The houses are comfortable and cool in summer.
Apply to
MR. JOHN WILLMOTT, Hongkong Dispensary.
Hongkong, 2nd July, 1888.

Shipping.

STEAMERS.

THE SCOTTISH ORIENTAL STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, SINGAPORE AND BANGKOK.
THE Company's Steamship

"PHRA CHOM KLAO."
Captain J. Fowler, will be despatched for the above Ports, TO-MORROW, the 26th instant, at NOON.
For Freight or Passage, apply to
YUEN FAT HONG, Agents.
Hongkong, 24th July, 1888.

THE "BEN" LINE OF STEAMERS.

FOR KOBE (DIRECT) AND YOKOHAMA.
THE British Steamer

"BENALDER,"
Captain Thomson, will be despatched as above, TO-MORROW, the 26th instant.
For Freight or Passage, apply to
GIBB, LIVINGSTON & Co., Agents.
Hongkong, 23rd July, 1888.

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA, VIA AMOY.
THE Company's Steamship

"ZAFIRO,"
Captain Talbot, will be despatched for the above Ports, TO-MORROW, the 26th instant, at 4 P.M.
For Freight or Passage, apply to
RUSSELL & Co., General Managers.
Hongkong, 23rd July, 1888.

FOR NAGASAKI, KOBE & YOKOHAMA.
THE Steamship

"MORAY,"
Captain Duncan, will be despatched for the above Ports, about the 30th instant.
For Freight or Passage, apply to
ADAMSON, BELL & Co., Agents.
Hongkong, 20th July, 1888.

STEAM TO YOKOHAMA, VIA NAGASAKI AND KOBE.

(PASSING THROUGH THE INLAND SEA.)
THE P. & O. S. N. Co.'s Steamship

"BOKHARA"
will leave for the above places on TUESDAY, the 31st July, at DAYLIGHT.
E. L. WOODIN, Superintendent.
Hongkong, 17th July, 1888.

CHINA NAVIGATION COMPANY, LIMITED.

FOR PORT DARWIN, SYDNEY AND MELBOURNE.
THE Steamship

"CHANGSHA,"
J. S. Williams, Commander, will be despatched as above, on THURSDAY, the 2nd August, at 4 P.M.
The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. First Class Saloon and Cabin are situated forward of the engines. Second Class Passengers are berthed in the Ecks. A Refrigerating chamber ensures the supply of fresh provisions during the entire voyage. A fully qualified Surgeon is carried.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE, Agents.
Hongkong, 23rd July, 1888.

Shipping.

STEAMERS.

"SHIRE" LINE OF STEAMERS.
FOR LONDON AND HAMBURG.
THE Steamship

"MERTONETHSHIRE,"
Dowling, Commander, will be despatched for the above Ports, about the 30th instant.
For Freight or Passage, apply to
ADAMSON, BELL & Co., Agents.
Hongkong, 10th July, 1888.

SAILING VESSELS.

FOR SAN FRANCISCO.
THE 3/3 A. I. I. American Ship

"ELETRA,"
Jones, Master, will leave here for the above Port, and will have quick despatch.
For Freight, apply to
RUSSELL & Co.,
Hongkong, 2nd July, 1888.

FOR SAN FRANCISCO.
THE AA 1. British Bark

"E. J. SPENCE,"
Gill, Master, will leave here for the above Port, and will have quick despatch.
For Freight, apply to
RUSSELL & Co.,
Hongkong, 2nd July, 1888.

FOR NEW YORK.
THE 3/3 L. I. I. American Ship

"C. C. CHAPMAN,"
Hichborn, Master, shortly expected, will lead here for the above Port, and will have a quick despatch.
For Freight, apply to
PUSTAU & Co.,
Hongkong, 1st June, 1888.

FOR NEW YORK.
THE 3/3 L. I. I. American Ship

"WANDERING JEW,"
Nichols, Master, shortly expected, will lead here for the above Ports, and will have a quick despatch.
For Freight, apply to
PUSTAU & Co.,
Hongkong, 1st June, 1888.

Mails.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, PORT SAID, MARSEILLES, MALTA, GIBRALTAR, BRINDISI, PLYMOUTH, AND LONDON.

MADRAS, CALCUTTA AND AUSTRALIA.

M.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR BATAVIA, TRIESTE, HAMBURG, NEW YORK AND BOSTON.

SPECIE ONLY LANDED AT PLYMOUTH.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Steamship "KHEDIVE," Captain A. C. Loggin, with Her Majesty's Mails, will be despatched from this for LONDON direct, VIA SUEZ CANAL and usual Ports of call on SATURDAY, the 28th July, at NOON.

Cargo will be received on board until 4 P.M. Parcels and Specie (Gold) at the Office until 4 P.M., on the day before sailing.

For further particulars regarding FREIGHT and PASSAGE apply to the PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY'S Office, Hongkong.

The Contents and Value of Packages are required to be declared prior to shipment. Shippers are particularly requested to note the terms and conditions of the Company's Black Bills of Lading.

E. L. WOODIN, Superintendent.
P. & O. S. N. Co.'s Office, Hongkong, 17th July, 1888.

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.
THROUGH TO NEW YORK, VIA OVERLAND RAILWAYS, AND TOUCHING AT YOKOHAMA, AND SAN FRANCISCO.

THE U. S. Mail Steamship

"CITY OF RIO DE JANEIRO" will be despatched for San Francisco, via Yokohama, on WEDNESDAY, the 28th August, at THREE P.M., taking Passengers and Freight for Japan, the United States, and Europe.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, and Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

First-class Fares granted as follows:—
To San Francisco.....\$200.00
To San Francisco and return, available for 6 months.....350.00
To Liverpool.....325.00
To London.....330.00
To other European Ports at proportionate rates.

Special reduced rates granted to Officers of the Army, Navy, Civil Service, and the Imperial Chinese Customs, to be obtained on application.

Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year will be allowed a discount of 10 per cent. This allowance does not apply to through fares from China and Japan to Europe.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day. All Parcel Packages should be marked to address in full, & value of same to be required.

Consular Invoices to accompany Cargo destined to Ports beyond San Francisco, in the United States, should be sent to the Company's Offices in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 50A, Queen's Road Central.

C. D. HARMAN, Agent.
Hongkong, 25th July, 1888.

Mails.

CANADIAN-PACIFIC STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, CANADA, THE UNITED STATES AND EUROPE.

VIA THE CANADIAN-PACIFIC RAILWAY AND OTHER CONNECTING RAILWAY LINES & STEAMERS.

THE British Steamship

"ALBANY,"
4,276 Tons Register, Porter, Commander, will be despatched for VANCOUVER, B.C., SAN FRANCISCO, and KOBE, and YOKOHAMA, on THURSDAY, the 26th July, at THREE P.M.

To be followed by the S.S. "BATAVIA" on 23rd August, and S.S. "PARKTHIA" on 13th Sept.

Connection will be made at Yokohama with Steamers from Shanghai and Japan Ports, and at Vancouver with Pacific Coast Steamship Company and other Steamers.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

First-class Fares granted as follows:—
To Vancouver and Victoria (N.W.).....\$160.00
To San Francisco.....175.00
To all Common Ports in Canada and the United States.....230.00
To Liverpool.....300.00
To London.....305.00

To other European Ports at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service, and the Imperial Chinese Customs, to be obtained on application.

Consular Invoices to accompany Cargo destined to Ports in the United States, should be sent to the Company's Offices, addressed to Mr. D. E. BROWN, District Freight Agent, Vancouver, B.C.

Freight will be received on board until 4 P.M. on the 25th July.

All Parcels must be sent to our Office and should be marked to address in full, and the same will be received by us until 5 P.M. the day previous to sailing.

For information as to Passage or Freight, apply to
ADAMSON, BELL & Co., Agents.
Hongkong, 13th July, 1888.

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE.

VIA THE OVERLAND RAILWAYS, AND ATLANTIC AND OTHER CONNECTING STEAMERS.

THE Steamship

"OCEANIC" will be despatched for San Francisco, via Yokohama, on SATURDAY, the 28th July, at THREE P.M.

Connection will be made at Yokohama with Steamers from Shanghai and Japan Ports.

All Parcel Packages should be marked to address in full, and the same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

First-class Fares granted as follows:—
To San Francisco.....\$200.00
To San Francisco and return, available for 6 months.....350.00
To Liverpool.....325.00
To London.....330.00

To other European Ports at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service, and the Imperial Chinese Customs, to be obtained on application.

Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year will be allowed a discount of 10 per cent. This allowance does not apply to through fares from China and Japan to Europe.

Consular Invoices to accompany Cargo destined to Ports beyond San Francisco, in the United States, should be sent to the Company's Offices, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 50A, Queen's Road Central.

C. D. HARMAN, Agent.
Hongkong, 12th July, 1888.

NORDEUTSCHER LLOYD.

NOTICE.

STEAM FOR SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, BRINDISI, GENOA, ANTWERP, BREMEN & HAMBURG. PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS.

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—Cargo can be taken on through Bills of Lading for the principal Ports in RUSSIA.

ON THURSDAY, the 2nd day of August, 1888, at 10 A.M., the Company's Steamship "PREUSSEN," Captain O. Pöhl, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port as above, calling at Genoa.

Shipping Orders will be granted till Noon, cargo and Specie will be received on board until 1 p.m., and Parcels until 1 p.m. on the 1st August, 1888. (Parcels are not to be sent on board; they must be left at the "Agent's" Office, Contents and Value of Packages are required.)

The Steamer has splendid accommodation and carries a Doctor and Stewardess.

For further Particulars apply to
MELCHERS & Co., Agents.
Hongkong, 6th July, 1888.

Intimations.

A. S. WATSON & CO., LTD.
THE HONGKONG DISPENSARY,
Established A.D. 1841.

WATSON'S PRICKLY HEAT LOTION
is the safest and best cure for Prickly Heat, it affords instant relief, and will be found useful in allaying all irritation of the skin whether arising from acidity or caused by the bites and stings of insects. It is also a useful Toilet Article for the complexion.

A. S. WATSON & Co., Ltd.
THE HONGKONG DISPENSARY,
Hongkong, 11th July, 1888.

The Hongkong Telegraph

WEDNESDAY JULY 25, 1888.

A project which is much akin to the Praya Reclamation scheme is the often suggested Tramway Road round Hongkong. A movement was set on foot some time ago for connecting East and West Points by means of a tramway line running in the centre of Queen's Road, but as our main thoroughfare would not admit of the introduction of even a single-line tramway, the scheme was left in abeyance and eventually abandoned. With the starting of the Reclamation project, and the abolition of the powers of the High Level Tramway Company, the low-level tramway movement was revived, and we are glad to say it now promises to be as successful as the Praya Reclamation scheme is sure to be. On a new and broad Praya roadway extending from Murray Pier to the Gas Company's wharf, a tramway line, whether worked by horse or by steam power, would return remunerative dividends to its promoters and shareholders, while it would relieve Queen's Road of its present congested state. The vehicles and chairs, which now almost threaten to choke and swallow the pedestrians, the difficulty of doing any business or even of carrying on a conversation under the Arcades without one being uncomfortably brushed, pushed and upset by a horde of natives who monopolize that space would soon be done away with. A long tramway line placed on the reclaimed ground would effect miracles in the way of dis-obstructing Queen's Road.

We would, moreover, go a step further, and support the idea of a circular tramway round the island. Without entering into a minute examination of the advantages of such a road, we think the main reason advanced by its promoters is sound and practical enough to commend the project to the due consideration of the Government and the public at large. That argument is the desirability and the feasibility of opening up building grounds on the South-western side of the island. It is undeniable that our northern side is getting crammed to an uncomfortable degree. Fever, small-pox, and cholera have already raised their solemn protests against more cramming and congestion. If that protest is disregarded, nature is apt to evolve out of her inexhaustible store of alternatives still more severe and more fatal penalties. It is surely high time the residents of this colony took to the wise hints of the migratory birds, when they find a region too hot, or too cold for them, know exactly where to go for a change. Biped and wingless humanity would benefit by following an identical policy; as road-making is our only resource preparatory to a healthy migration, we ought to take to this task with sufficient anticipation, so as to have a circular road round this island completed by the time the Praya Reclamation is half finished.

It is within everybody's knowledge and experience that Pokfulam, Aberdeen, and the whole of the South-western side of Hongkong, are exposed to the beneficial influences of the summer-monsoon during seven or eight months of the year, while in winter that region is entirely protected from the chilly northern blasts we invariably get on this side. It is also known and regretted that the extreme altitudes of the Peak are often under the incubus of fog, mist and general dampness which are highly injurious to health. What is to prevent us from striking a happy medium in choosing the southern sea-side as the favoured spot for our villas and our residences? That the proposed circular Road would bring about this desirable boon to the land-locked inhabitants of Hongkong, that it would be the most popular, and consequently the most paying undertaking in the colony, we think can be hardly denied.

As to the feasibility of the scheme, suffice it to say, that a sea-side road already exists as far as the Glass Works at the western

extremity of the Colony, and Shau-ki-wan at the South-eastern, and that the intervening space would measure about ten or fifteen miles, a mere trifle when the magnitude of the undertaking is taken into consideration. We are strongly convinced that the future of Hongkong as a residential place, as a summer resort, and even as a sanatorium for inhabitants of less favoured localities, lies on its south-western shores.

LOCAL AND GENERAL.

(From the *Courier d'Haiphong*)

THE FOURTEENTH OF JULY.

PARIS, July 15th.
The national festival of the 14th was celebrated with the customary splendour, both at the capital and throughout France. In Paris the celebrations were favoured with fine weather, order was preserved, and the illuminations and fireworks were successful. At the banquet given in honour of the Mayors, the toast raised by the President of the Republic was much applauded.

GENERAL BOULANGER.

July 16th.
General Boulanger is sensibly improving. He has offered himself as a candidate at a partial legislative election which will take place on the 22nd in the department of Ardèche.

M. CONSTANS.

July 18th.
At the Chamber of Deputies, M. Constans put a question relating to the game of wild beasts in Cambodia. The Under-Secretary of State to the Minister of Marine and the Colonies replied that he insisted on the suppression of the game.

THE FRENCH PARLIAMENT.

July 20th.
The ordinary sessions of the Parliament have been closed.

GENERAL BOULANGER.

General Boulanger is improving rapidly.

RUSSIA AND GERMANY.

The Emperor of Russia received the Emperor of Germany at Cronstadt.

TYPHOON NEWS.

We are indebted to the Acting Spanish Consul at this Port for the following telegram received at 8.50 p.m. yesterday from Bolinao:—
"Another typhoon is raging to the N.N.W. of Luzon close to the Coast."

LOCAL AND GENERAL.

We are informed by the agents (Messrs. D. Sassoon, Sons & Co.) that the steamer *Yapan* left Calcutta yesterday morning for this port, and is expected on or about the 10th proximo.

SHANGHAI papers comment at some length on the performance given by a Chinese Theatrical Company at the Lyceum, on the evening of the 18th. Owing to extreme heat, the play was very scantily attended.

We are glad to note that another attraction is now being offered to the public in the shape of Panoramic views and a collection of wax-works, by Mr. S. Litovsky, at the Beaconsfield Arcade. The show which is certainly deserving of a visit, is open from 8 a.m. to midnight. We understand that programmes containing full particulars of the exhibition will be circulated to-morrow.

IMMENSE interest, says a London paper, was excited by the Grand Prix this year, and the receipts at Longchamps were £143,900, the largest amount ever known. The twenty-franc stand was occupied by 9,485 men and 3,977 women, and there were 5,509 persons in the five-franc stand, while 77,154 paid one franc each to enter the course, and there were 1,871 carriages which had stations for the afternoon. The *part mutuel* took £73,000.

THE Present Emperor of China when he was a baby, had eighty nurses, twenty-five fanners, twenty-five bearers for his palanquin, ten umbrella-bearers, thirty physicians and surgeons, seven chief and twenty three inferior cooks, fifty waiters and messengers, fifty dressers, and other servants and attendants to the number of over four hundred or more. His spiritual welfare was looked after by a corps of seventy-five astrologers, sixteen tutors (all of high rank) and sixty priests.

MR. BRIGHT'S illness, says a London exchange, has been more serious than has been supposed. His friends insist that he must resign his seat in order to avoid all excitement and to secure entire rest. This, it is believed, he will very shortly do. Mr. Chamberlain has selected one more brother-in-law to represent him when the Bill is moved. Our contemporary wonders if the Birmingham people are beginning to realise how ridiculous they appear by having these brothers-in-law forced upon them, as though the place, instead of being a great and important town, were a rotten borough belonging to Mr. Joseph? When the brothers-in-law are exhausted, it is supposed that it will be the turn of the cousins.

THERE is an Ordinance, we believe, which provides for the due recognition of the efforts of those people who create an artificial shade by neglecting to "consume their own smoke." There was an excellent opportunity for its application yesterday. Nearly all day the five chimneys at East Point were raining out dense volumes of black smoke, which hung in the amphitheatre of hills in a gloomy cloud, extending for miles. The absence of a breath of air aided the accumulation, and by evening the whole Harbour could be seen from the Peak, covered with the unwholesome murky pall to a height of seven or eight hundred feet. To-day the nuisance was again in full blast. It is bad enough to have our atmosphere contaminated by our household fires; it is intolerable that we should be half asphyxiated by the noxious fumes of indifferent manufacturers. At home such offenders would be quickly "pulled up," if, as we understand, they can be similarly dealt with here, let them be.

The *Courier d'Haiphong* publishes extensive telegrams from Hanoi, Tourane and Haiphong, describing the festivities held at those cities in celebration of the 'Fourteenth of July.'

We are informed by the Shanghai *Mercury* that the steamship *Diomed* and the steamship *Foosang*, which arrived lately from this port the latter *via* Swatow and the former *via* Amoy, encountered a heavy gale, with occasional terrific squalls and a tremendous sea. The *Foosang* spoke to the *Hohow* off Amoy and to the *Yikang* off the Ockea islands.

THE following news of a collision at sea is from the Singapore *Straits Times*—The coasting steamer *Louisa III.* arrived on the morning of the 13th inst. from Malacca and reports having been in collision at midnight off Pulo Pisang with the large French Government transport *Gien Hoa*, which left the Borneo Co.'s wharf at 5 o'clock the previous evening, with 872 soldiers on board for Toulon. Amongst the passengers on board the *Louisa III.* eight were reported missing, but it is satisfactory to find from a telegram received this morning that four of them had been picked up by the *Gien Hoa*, and it was hoped the other four might yet turn up. The collision must have been a very slight one considering the size of the two ships, the *Gien Hoa* being of 6,000 tons and the *Louisa III.* just over 100 tons only. The steamer *Sissie* has arrived, reporting that, on seeing the collision, she sent a boat to the assistance of the *Louisa III.* and stood by her for one hour until the latter left for Singapore. One passenger jumped from the *Louisa III.* into the *Sissie's* boat.

THE *Japan Mail* reports that at 11 o'clock in the forenoon of the 10th inst. His Imperial Majesty the Mikado, received in audience Vice-Admiral Sir Nowell Salmon, V.C., K.C.B. The Commander-in-Chief was presented by H.B.M. Chargé d'Affaires, the Hon. P. L. Poer Trench, who also delivered to His Majesty a letter from Her Majesty the Queen announcing the recall of the Hon. Sir Francis Plunkett, the Minister to the Court of Japan, and his appointment as British Representative to Sweden. The Admiral was accompanied by the following officers, who also had the honour of being received by the Emperor:—Captain H. H. Boys, H.M.S. *Cordelia*; Captain C. S. Balfour, H.M.S. *Sapphire*; Commander R. B. Macdonald, H.M.S. *Alacrity*; Commander R. W. White, H.M.S. *Porpoise*; Mr. R. B. Rigby, Secretary, and Lieutenant J. F. Lea, Flag Lieutenant. After the reception the party returned to the British Legation and were entertained at luncheon by H.M.'s Chargé d'Affaires.

THE following cases came before Mr. Wodehouse at the Police Court this morning:—

The master of a ballast boat was charged by Inspector Mathieson with anchoring his boat within fifty yards of the telegraph cable off Tsim-sai-tui on the 25th inst. Complainant said the accused was discharging ballast right over the cable, which defendant denied alleging he was not within 150 feet of it. He was fined \$10.

Two coolies were charged by a watchman with trying to force their way on to Jardine's wharf on the 24th inst. Complainant said the men had no business there, they were not working on the wharf, and he had strict orders only to let those coolies pass who had business on the wharf. They were fined \$5 each.

A Chinese widow, aged 35, was charged by Thomas Fenton, a watchman for the Sanitary Board, with depositing nightsoil on the hill side on the 25th inst. Complainant said he found the woman so engaged at 3 a.m. amongst the bushes near Green Mound and Richmond Terrace. This infringement of the laws had been going on for some time and he had been on the look-out for the offenders. The woman should have deposited her load in the nightsoil boat prepared at the water side for that purpose. Defendant was fined \$10 but being unable to pay, went to goal for a month with hard labour.

A trader employed in Queen's Road selling 'Tartar' lottery tickets on the 24th inst., and thus causing an obstruction, was fined \$10, but being also short of cash, went in for fourteen days.

A scavenger coolie was charged by Mr. Dyer Ball with emptying sewage water down the drains on the 25th inst. Complainant said he lived at Mount Kellett and had suspicions for some time that the accused was so doing. This morning at 5.30 he found the man engaged defiling the drains instead of taking away the offensive matter in buckets. The charges being proved, defendant was fined \$10, but being unequal to the strain, was run in for a month.

THE regular weekly concert at the Hongkong Sailors' Home was very well attended last night, and was one of the most enjoyable that has been given there. It consisted of a variety of well-rendered songs, consisting of several solos, and two duets, also instrumental pieces on the piano by ladies, a flute solo by a seaman, a reading by a well-known gentleman of Hongkong, which was very acceptable and heartily enjoyed by all, with several other items. The work is carried on as a regular part of the mission of St. Peter's Seamen's Church and the Sailors' Home. The Chaplain, Mr. Goldsmith, has succeeded admirably in enlisting the services of a number of ladies and gentlemen who regularly and in rotation on every Tuesday evening give a concert in the large reading room of the Home. It is not at all unusual to hear there some of the best selections of airs and songs that may be heard in the highest circles, some of Hongkong's best talent not deeming it derogatory of them to voluntarily give their services to the work of "treating" the free audience of sailors to a specimen of their abilities in amusing and cheering people. It is not too much to say that a great deal of good is done by these ladies and gentlemen amongst the seamen, and the efforts of the Chaplain are greatly furthered by this work. The regular weekly concerts are most eagerly looked for and anticipated, not to say enjoyed by the inmates of the Home, and they furnish a topic of interest for discussion long after they have passed. The Chaplain, who presides, furnished no small quota to the success of each concert. There is no cant, or pretence of enforced sanctity in these amusements; the only religious item in the programme being the singing at the close of the old hundredth Psalm. These concerts ought to be better known.

M. GARYAIS, a French authority, says there are men capable of bearing arms—in Germany, 5,000,000; in France, 4,500,000; in Austria-Hungary, 1,800,000; in Italy, 2,000,000; in England, 800,000; in Russia, 6,000,000; and in all the other European States, 4,000,000. That gives a total of 25 millions. Of that number 10 millions are trained soldiers.

TO-DAY before Mr. Wodehouse, Captain Turner, of the steamship *Duke of Westminster*, charged Patrick Kelly, a seaman on board his vessel, with using abusive language to the Chief Officer of the ship, and with refusal of duty at 5.30 p.m. on the 24th inst. After hearing evidence on the matter, his Worship sentenced the accused to imprisonment with hard labour for four weeks.

DR. LITTLE, well-known in Singapore as an old and much respected resident, died on the 11th ult., at Bonnygrass, St. John's Park, Blackheath, aged 68. His death, the *Straits Times* learns, was due to paralysis of the heart. Dr. Little, it may be remembered, left Singapore about 24 years ago to enjoy a well-earned rest, after some 46 years' residence in that Colony.

THE Shanghai *Courier* hears that a disturbance of a somewhat serious nature took place in Broadway, Hongkong on the 20th inst. It appears that some sailors, belonging to the Japanese men-of-war in harbour were misbehaving themselves somehow or other, when a Sikh policeman interfered. The Japs, probably under the influence of liquor, became obstreperous, and "went" for the Sikh, who used his baton, dealing out a rather severe blow to one of the sailors. On this a crowd of them seized upon the Sikh, took away his baton, and gave him a severe thrashing, so much so that he had to be taken to the hospital, along with a Japanese sailor. Some foreign constables arrived on the scene, and several arrests were made.

SUPREME COURT.

IN CRIMINAL SESSIONS.

(Before the Hon. J. Russell, Acting Chief Justice.)

SENTENCES.

Lam Afu, for house breaking; six previous convictions; five years' hard labour.

Chice Tsun, for robbery with violence at Kowloon, 24 years' hard labour, and two whippings of 25 strokes each within the first six months.

Chan Ayeow, who pleaded guilty to robbing a passenger on the *Fatshan*, and admitted previous convictions; was sentenced to three years' hard labour.

Chan Ayeow and Tan Ayeow, for house-breaking in Hollywood Road, were sentenced to the first four years' hard labour, and the second to three.

Yan Kim Chi, for embezzling accounts, three years' hard labour.

Fung Awan, who forged a cheque for \$4,500, asked for a light sentence on the grounds that he had acted honestly for ten years previously. His Lordship said that he had warned the prisoner to confess where the \$1,100 which was still missing was hidden, that restitution might be made. He had not done so. He again asked where it was. Prisoner replied that he gave it the man who asked him to cash the cheque. Five years' hard labour.

Four other prisoners, charged with various offences, were discharged by proclamation.

A HONGKONG CLERK'S

BANKRUPTCY.

GIGANTIC SPECULATIONS.

In the Supreme Court this morning, before the Hon. J. Russell, Acting Chief Justice, sitting in Bankruptcy, R. A. Apence, bankrupt, came up for his first public examination. Mr. Webber represented the bankrupt, and Mr. Wilson (Wolton and Denon) represented several creditors. No creditors appeared in person.

The Acting Registrar (Mr. A. Wise) read his report on the bankrupt's transactions, as follows:—

"The Bankrupt was adjudicated October 13, 1887, and by his schedule liabilities to the extent of \$16,636.68, and assets of small or no value, were shown. Of the liabilities nearly 98 per cent. were caused by unfortunate speculations in shares. The first meeting of creditors was held on November 3, 1887, and the bankrupt has appeared before me and been examined, and has put in a statement of his dealings in shares; the truth of which he has sworn, and has also filed a statement of his receipts and payments apart from his share transactions.

The Bankrupt commenced operations on the 15th December 1885 by the purchase of 200 Punjoms at \$125, for June 30, 1887, and at that time he was in receipt of a salary of \$200 a month, with the expectation of an additional \$200 per month as from January 1887, which addition he did receive for about six months. The Bankrupt also states that from his position as book-keeper to Mr. Kerfoot Hughes and others he had private sources of information as to the state of the share-market, and that from such information he might have reasonably expected to make money, and that in fact he would have done so if his instructions had been carried out by his broker. The two Punjoms above referred to were not taken up, but the Bankrupt settled with the vendor by a cash payment of \$150, a promissory note for \$500, and a promise to pay \$25 a month, of which three instalments were paid.

During the month of Feb., 1887, the Bankrupt bought 400 China-Sugar shares (300 Old and 100 New) for March 31st, at a price of \$58,492. The same month he also bought 82 China-Sugar (50 Old and 32 New) for April 30th, at a price of \$69,539, and 200 Punjoms for June 30th, at a price of \$4,900. His total purchases during the month of February amounted to \$73,021. The 400 China-Sugar were disposed of for \$60,392, showing a profit of \$1,800, which he received. The 82 China-Sugar were also disposed of at a profit of \$950. The 200 Punjoms were not taken up, and the Bankrupt made certain arrangements with the vendors. During March the Bankrupt bought 140 Punjoms for June 30, at a price of \$2,425, which he was unable to take up, and instalments were effected by means of promissory notes. He also bought 472 China-Sugar (50 Old and 162 New) April 30, at a price of \$55,115.50, and 160 China-Sugar (100 Old and 60 New) for May 31, at \$22,422, and 82 China-Sugar (50 Old and 32 New) for June 30th, at \$10,439, and 41 China-Sugar (25 Old and 16 New) for August 31st, at \$5,444, making his total purchases during March amount to \$66,122. At the end of March the Bankrupt had to take up the 400 China-Sugar, at a cost of

\$5,492, but, as I have shown, these had already been disposed of at a profit.

During April he bought 847 China-Sugar to the end of the month, at \$12,255, and two China-Sugar, cash, for \$287. He also bought 25 Steamboat shares for the end of the month at \$4,887, so that at the end of April he had to take up 1250 China-Sugar, at a cost of \$18,768.50 and the 25 Steamboats, at \$4,887. These 1,275 shares, and the two cash shares before mentioned, were sold for \$19,119, showing a profit on April 30 of \$6,350 on these transactions, which sum he duly received. The Steamboat shares were sold for what he gave for them. The Bankrupt further complains that he was compelled to let 116 of the China-Sugar go at a low rate—viz., about \$153 per share, whereas if his instructions had been carried out by his brokers these would have been a very large profit. During the same month he bought 150 China-Sugar for May 31, at \$23,635; 425 Godowns for June 30, at \$77,280; 50 Punjoms for June 30, at \$662.50, 150 Docks for August 31, at \$39,262, and 25 Docks for September 30, at \$6,825. His total purchases during the month, therefore, amounted to \$281,086.50.

On May 1st, therefore, which may be taken as the turning-point in his career, the Bankrupt had contracted at various dates to buy 'forward' the following shares—439 China-Sugar, at \$61,090, 500 Punjoms at \$39,320, 435 Godowns at \$77,280, and 175 Docks, at \$46,087.50, making a total of \$194,690.

During May the Bankrupt bought 100 China-Sugar to the end of the month, at \$13,650, 150 Punjoms for September 30, at \$4,457, and 50 Docks for the same date, at \$12,087. He also bought 465 Punjoms, cash, for \$5,416, his purchases amounting to \$33,341.

On May 31 the Bankrupt had the effect to take up 416 China-Sugar, at \$59,757. This he was unable to do, so he made arrangements with his brokers that they should do so, he depositing 400 out of his 465 Punjoms as security, and paying cash \$200. The remaining 65 Punjoms were afterwards lost in further speculations. The 416 China-Sugar and the 400 Punjoms were sold by the brokers, and the proceeds accounted for by them in then accounts.

On June 30 the Bankrupt had to take up 500 Punjoms, at \$3,332, 82 China-Sugar at \$10,439, and 435 Godowns, at \$77,280, amounting altogether to \$97,051. The Punjoms were not taken up, but the Bankrupt made arrangements with the vendors. The 82 China-Sugar were sold at a profit of \$180, which the brokers accounted for. Of the 435 Godowns 175 were sold 'forward' at a profit of \$2,500, but in consequence of other speculations turning out badly he had to deposit these and other contracts with his brokers as security, and finally he was obliged to have recourse to bankruptcy. His total purchases from December 15, 1886, to May 13, 1887, appear to have been as follows:—

2378 China-Sugar at \$311,827.00	
1,205 Punjoms	16,936.50
25 Steamboats	4,887.50
435 Godowns	77,280.00
25 Docks	58,175.00
Total	\$489,106.00

There is only \$3,954 in Court to divide amongst the creditors, and the Bankrupt now wishes to see his last examination. I have no objection to the 25th July being fixed as the day on which he is to appear."

The Bankrupt was then examined by his Lordship. He said that he came to Hongkong four years ago, having previously been employed in Shanghai and Fenchow, at a salary of \$2,000 per annum. Up to December last, in his situation as book-keeper in the Hongkong and Kowloon Wharf and Godown Co., he received \$200 a month and quarters. When he bought the 100 Punjoms in December he had about \$500 or \$600 in his credit, and had no debts. In February he received 496 Sugar for \$5,800 odd, for March he did not know how much money he had, but he made some money before his difficulties.

His Lordship: Your statement shows that you were living above your salary. Supposing there was a loss, and you had to pay up, what margin had you?

Bankrupt—These shares were bought on the information I had from Mr. Hughes; I was told I should risk nothing.

His Lordship: That has nothing to do with it—I want to know when you were having a gamble like this, and the chances of losing and winning were equal, what money had you to meet possible losses?

Bankrupt—I bought them on the information; I had no money.

His Lordship:—Your total liabilities in February amounted to \$73,021. Now can you give me any reason to justify you in entering into contracts of that nature in this share business, further than the information you got from Mr. Hughes?

Bankrupt—No, I bought only on information.

His Lordship:—Suppose there was a fall in the place, how was the man who sold to you to make up for his loss?

Bankrupt—I was under the impression that I should not risk anything; I was quite new in the Colony, and was quite under that impression—that is all I have to say. I have been very careful in my share dealings; I have been offered shares many times and would not take them. I never did business in anything I had not information about, such as Banks.

His Lordship:—What age are you? You are a grown-up man, and as a book-keeper and a business man you must have known there were risks and falls. You have seen enough of China to know the speculative nature of the stock here—how can you say that you believed it was a certainty?

Bankrupt—I can only say I was new in the Colony.

His Lordship:—You have been here four years. How could you, as a business man, expect it? It is not once and then next month you enter into speculation to the extent of \$91,122.

Bankrupt—Yes, I made money.

His Lordship:—So you thought you could go on?

Bankrupt—Yes.

His Lordship:—So you increased your operations until, in May, they amounted to \$281,086.

Bankrupt—I thought I should make my fortune.

His Lordship:—Had you any money to justify you in doing this, any margin?

Bankrupt—No.

His Lordship:—You see your bargains in reference to June were made in April, so that you could not tell how things would turn out. They were time-bargains, and looked very well on paper. The contracts for June amounted to \$281,086—nearly three hundred thousand dollars. You bought 3,378 China-Sugar, amounting to \$331,827, during the three months, and 1,205 Punjoms, amounting to \$16,936.

Bankrupt—I did not think I had bought more than five or six hundred.

His Lordship:—Had you any particular information about them?

Bankrupt—The same as about Sugar.

His Lordship:—You bought Steamboats and Godowns, and Docks, amounting to \$136,000 odd.

Bankrupt—What I bought for August, and September I bought at a time when I bought it.

His Lordship:—Your operations, amounting to a million dollars, on a salary of \$200 a month,

increased to \$400. I see from your accounts you were living quite up to the money you were getting. The operations of buying and selling amount to nearly a million dollars—the purchases amounted to \$281,086. These were all time-bargains—there is not a single cash transaction, except that two China-Sugar. The creditors will hardly find it worth their trouble to come for the money which is in Court. I will adjourn this examination, and the creditors who have their proofs can examine you next time. Send in your vouchers for these accounts—I see you have put down \$50 for clothing in three months, and another large amount for the same thing the month after.

The examination was then adjourned to the 13th August.

THINGS THAT ARE COMICAL.

INTERESTING TO HONGKONGITES.

It is comical to read the *peculiar* objections in some of the papers about the Praya Reclamation scheme; Hongkong in some instances seems to possess the most illogical and unreasonable writers I have ever met in the East. Some of the statements made in opposition to the scheme seem so positive that they create the desire in one's mind to look at the individual from whom they emanated. There is no regular ten cent museum of modern monstrosities in the Colony from which a decent revenue may be derived, but really it would not be a bad 'spec' to start one, and to engage the services of some of the newspaper critics and obstructionists as special attractions for it, and it is not at all unlikely that such an attraction would turn out to be a fine set-off to the present existing museum. There are a fine lot of Chinese comicities in that, but they are all stunted and stunted. And there is no comicity like those I have mentioned would strike a new vein of humour and fun in the Colony which might be as effective as some of the other schemes advocated to keep away the Cholera. But—

It is comical to learn that the enormous cost of carrying out the work is the most important objection to it. I never was very good at figures, I confess, for I have always found that a Chinese could invariably make double the amount of cash out of a Mexican that I could with all my learning, but still I do not see how or where the cost can be out of proportion to the gain. Possibly this statement was made in irony, because there is so little iron required to carry out the Praya scheme, but only silver, Mexican, and ditty and tattered Hongkong and Shanghai banknotes sunk in it. If the sinking will only allow the natural elements to work on these things, the result would possibly be a very comical one, although most desirable, and that would be the adoption in the Colony of a monetary medium which will not possess the objectionable attributes of the Mexican, in never holding its own. And if a still further result should follow this, it would naturally be the still more comical for one of those who get only small instalments of the monetary medium, holding his own "little longer and then it is possible to do under present circumstances. It is not one of the least of the comical things in the Colony that the monetary medium is most difficult to retain a hold of. Not a few of us, and more especially scribblers, think it would be most comical, and very desirable, if those who hold the chits we have to sign would retain their hold upon them a little longer than they can be prevailed upon to do under present circumstances. The comical side of the chit system would be more appreciated, though, if the new medium could only be adopted. And there is nothing to hinder this being done when the next big war comes, and the Praya is reclaimed. There is nothing comical in the idea that the one is likely to come to pass about the same time as the other. But—

It is comical to think that all the objections against the scheme are tinged with the typhoon which came last week. As a sort of compensation for blowing away the Cholera it blew all these strong objections to overthrow the scheme, and hinder the Government from taking steps to get the matter into practical shape. Of course the typhoon

